New Rules and Penalties Formulated by the Western Passenger Association.

Rate Cutting to Be Punished by the Immediate Dismissal of the Guilty Agent-Novel Question to Come Up for Decision.

The new Western Passenger Association agreement is out and is now to be submitted to the advisory board of the Western Traffic Association, which will convene in Chicago, Oct. 13. If approved by the board, as it doubtless will be, it is to be made effective at once. The new agreement is much more iron-clad than the former one, and decapitation is to be the instant punishment of violators. The agreement is much similar to that of the Transmissouri and the Texas Pacific Association. Charges that a passenger official has been guilty of a "deviation from established rates," which in common parlance means ordinary rate-cutting are to be referred to the advisory board, and if found guilty the accused is to be officially beheaded instanter, the fate which befell Mr. Leeds. At present the extreme penalty is a fine of \$100, which the culprit invariably induces his company to pay.

The new agreement also provides that any member may appeal from any decision to the Western Traffic commissioners. The old rule that a unanimous vote is essential to the adoption of a resolution or motion is preserved, but the right to appeal will enable any member favoring a failing propesition to get it before the commissioners, and thus practically makes them the arbitrators of the association's entire fortunes. Among the minor changes is one by which all tickets purchased at reduced rates in testing the market must be redeemed at full local rates. At present if the purchases are excursion or tourist tickets they are redeemable at the excursion or tourist rates.

A Novel Question for Passenger Men. At the meeting of the Western Passenger Association, held in Chicago, on Tuesday, a new and rather novel question was sprung in the shape of a demand by one road upon another for money claimed to have been lost through an unjust as well as an illegal reduction of rates. It is the old Maple Leaf-Milwankee fight, inaugurated when the Grand Army encampment was on at Dubuque, la., last spring, only in new guise, In a decision, recently given on the case, Chairman Finley acknowledged that he made a mistake in authorizing the Milwarkee to meet a rate made by the Maple Leaf. For that mistake the latter corporation now claims that it is entitled to \$2,500 from the former to even up its losses growing out of these reductions. Should Mr. Finley, who, it is claimed, was acting as an agent of the Milwankee, fail to have that company liquidate, then he will be called on to foot the bill himself. George Heafford thinks Busenbark is bluffing with three spades, but Busenbark says he was never mere serious or in greater earnest about anything. He proposes to test the associa-

Personal, Local and General Notes. James McCrea, first vice-president of the Pennsylvania Company, has gone East for

it means what it says.

tion agreement, and find out whether or not

Several of the passenger engines of the Vandalia are now in the shops being fitted up to furnish steam to heat the trains. A call has been issued by Chairman Blanchard for the regular freight meeting

of the Central Traffic Association to be held pext Tuesday. Mr. Hassman has accepted the position of superintendent of motive power of the Chesapeake, Ohio & Southwestern, with

headquarters at Paducah, Ky. The fourth week in September the Wabash shows an increase in earnings over the corresponding week of 1800 of \$35,800, which makes the increase for September, this year, \$161,900.

C. H. Rockwell, general superintendent of the Columbus & Hocking Valley road, was in the city yesterday. He had been to Terre Haute to visit his father and witness some of the races. There is official authority for stating

that the Northern Pacific will largely increase its freight equipment. This month and one thousand grain cars. The Lake Shore road this week placed a

contract with the St. Charles car-works for ten first-class passenger coaches. Should they prove to be what is expected the order will be largely increased.

Lodge No. 48, of Peoria, Ill., of the Brotherhood of Locomotive Firemen, will give a grand ball, Tuesday evening, Oct. 20. A

number of members of the Eureka Lodge of Indianapelis are arranging to attend. C. H. Henley, general Southern agent of the Railway Officials' and Employes' Assoclation, is in the city for a conference with the general officers. He states that the

membership on Southern roads is increas-The heavy passenger engine 463 has been Lonisville division of the Pennsylvania lipes, and is to be put in service hanling the night fast express trains between Lou-

isville and Indianapolis As fast as delivered the Pennsylvania Company is putting its new passinger coaches in service between Columbus and St. Louis on the through trains. These coaches, although light, are very substan-

tial in their construction. The directors of the Louisville, New Albany & Chicago road have about decided to complete the partially constructed branch from Bainbridge to the block-coal mines of Clay county. The question will be definitely settled in a few days. .

The Hillis stone-quarries, at Greencastle, on the Vandaila line, are developing a business far above expectations when the quarries were opened a few months ago. In September there were shipped from these quarries 270 car-loads of stone.

The Indiana Car-service Association will distribute its new rules and regulations in a few days. Under the new rules de-murrage charges will be treated the same sa freight charges or transportation charges, and collected with the same regu-

The general passenger agent of one of the leading systems of Western roads says that the Canadian Pacific is the only obstacle to the doing away entirely of paying passenger commissions by all the great West-

ern systems between Chicago and the Pacific coast. The coal operators in Clay county report the shipments at the present time to be heavier than at any time in the last three years. The Vandalia has five switching engines and crews in constant service, and the shipments now run from 250 to 200 car-

loads per day. The Lake Erie & Western Company has been making improvements to its shops in Lima, O. Contractor McGaffey has just completed a brick paint-shop fifty by ninety feet and other buildings of less importance. Over four hundred men are now employed at these shops.

The increase in local business at Indianapolis the last few months has forced the freight agents at the depots to increase their forces of platform men and clerks 25 to 30 per cent. Never before were so

many men employed at the city freight depots and in yards. F.W. Johnston, superintendent of motive power of the Mexican Central road, has been North for a couple of weeks, and has placed an order for six engines of the compound type with the Rogers locometiveworks. He is of opinion that the compound

type of engine has a great future. It is noticeable that no road which is boycotting the Chicago & Alton has extended it to the freight traffie. Probably it would have been better for the road had the boycotters done so; at least, this conclusion would naturally be drawn from the large increase over any former year of the passen-

ger earnings of the C. & A. The official report of the New York Central, just published, shows that in the fiscal year ending June 30, 1801, it carried: Local passengers, 19,841,612, against 18,329,561; freight, tons, 14.568,434, against 13,991,471; stipation, to awaken the kidneys and liver through freight, 2,000, 130, against 2,210, .... to a healthy activity without irritating or Grain tonnage fell off from 2,031,531 tons in | weakening them, use Syrap of Figs.

1890 to 1,591,945 tons in 1891. Earnings per ton per mile were 0.74 cent, against 0.76 cent in 1890. Profit per ton per mile, 0.17 cent, against 0.23 cent in 1890. Earnings per passenger per mile, 1.96 cent, against 1.96 cent in 1890. Profit per passenger per mile, 0.47 cent, against 0.43 cent in 1890.

Col. Charles S. Millard, contracting agent of the Missouri foundry and car-works, is in the city. He has just closed a contract with the Chicago, Burlington & Quincy road to build one thousand box cars, 60,000 pounds capacity, equipped with air-brakes and self-couplers. The "Q." has just placed an order with the St. Louis car-works for thirty passenger coaches. Engine 680 on the Louisville division of

the l'annsylvania, with engineer Tall in charge on Monday last hauled twenty-six loaded cars from Indianapolis to Louisville, 110 miles, in three hours and fifty minutes. At one point a speed of six and one-half miles in seven minutes was attained. In railroad circles this is considered a remarkable run for a freight train, and not excelled by any record yet published.

W. H. Vanderbilt and others of the party who inspected the Big Four lines last week, are this week, in company with John Newel, president, inspecting the Lake Shore and the Pittsburg & Lake Erie roads. Gaylord Beach, general superintendent of the P. & L. E., treated the inspection party to some surprises. On but few roads in the country have the improvements in the last eighteen months been more extensive.

It is understood that Col. W. R. Woodard will retire from the general manager-ship of the Kentucky and Indiana bridge and the Belt road and New Albany Terminal lines on the first of next month. In the few months he has held the position he is credited with doing more to increase the business of the several interests and give them a financial footing than either of his predecessors, who were in such a position for a much longer period.

The stockholders of the Northern Pacific will hold their annual meeting Oct. 15. They will have nothing more to do than to listen to a very pleasing report, as no directors are to be elected, the present board holding over until next year. The report will show, after paying all charges of every kind, and dividends amounting to \$1,400,-600, a surplus of \$438,286.55. The preferred stockholders are entitled to only two-thirds of this sum, the rest going to certain income shareholders.

A. F. Stewart has been appointed master mechanic of the Cincinnati & Huntington division of the Chesapeake & Ohio road. Mr. Stewart bas occupied the position, for the past seventeen years, of general foreman of the Michigan Central shops, at Jackson, Mich. An engine was put together in the short space of two hours and fifty-eight minutes at the Michigan Central shops, at Jackson, all parts being on hand for the purpose, this eing considered the fastest time on record. The work was done under the supervision of Mr. Stewart.

H. C. Parker, traffic manager of the Lake Erie & Western system of roads, has just commenced his twenty-fourth year in railroad service. At the age of fourteen he began on the Pennsylvania lines as clerk in an Empire line office. Among his first high official positions was that of traffic manager of the Peoria, Decatur & Eastern. When he accepted the position the road was in bad shape and doing but little bustness; before he left it the largest tonnage out of Peoria was shipped for months over the Peoria. Decatur & Eastern. His snecess on the Lake Erie & Western is well known, and a subject of favorable comment among the ablest of the railroad fraternity. The earnings of the road in 1890 were \$3,074,408,56, against \$1,899,313,97 on the same mileage in 1887, and this large increase has been made in spite of the steady reduction in rates from year to year since he became traffic manager of the L. E. & W., and what is still better, the earn-ings of 1891 will largely exceed those of

ORATORY AND ORATORS.

President Bashford's Lecture Before the Central-Avenue Church.

A large audience assembled at the Central-avenue Church last evening to hear President Bashford's lecture on "Oratory and Orators." As was anticipated, the people were charmed with the remarkable gifts of Dr. Bashford. The following is a brief synopsis of the leeture:

Eloquence is the speaking art of that which is within one. Public speech has been defined as the art of mental and spiritual transportation. The words carry the thought from the speaker's mind to the hearers' minds. But eloquence is something more than the art of spiritual transportation. The true orator is never content to carry his thought and lay it down before the minds of his hearers. He aims to make his thought enter into and become a part of his hearers. Eloquence may more truly be defined as the art of mental and spiritual reproduction. The orator reproduces his thought, and will, and purpose in

the sonis of his hearers.

Emerson treats our theme in a remarkable essay on "infidence." He speaks of the forces which pour in upon a soul to make it what it is. We speak of the forces flowing out of a soul and in upon other souls. Every person is both an author and a subject of influence, and eloquence is the most common art of life. Indeed it is the great art of life. We are here but for a moment. We are passing to more distant souls into these distant works most richly | ments. freighted; and how can we wain from the speech of others the richest cargo for the eternal lands. The most marvelous fact in creation is the eloquence of God-power of God embodied forth in the physical universe, the wisdom and the plan of God revealed in his word and the love of God incarnate in his Son. The speaker then analyzed the textbooks on rhetoric and found two elements.

He analyzed the preparation demanded for the law or the ministry and found three elements-the development of the speaker, the mastery of the principles and materials of the speech, and the adaptation of the truth to the hearers. He named these three divisions personality, truth and art. He illustrated these divisions by different nations, by various professions, and by anecdotes of numerous speakers. In conelement in oratory and claimed that no one would have the highest and most permanent influence upon men except through

Flag-Ratsing at School No. 2. A flag-raising will occur at school-bouse No. 2, corner of Delaware and Walnut streets, at 3 o'clock this afternoon. W. F. Keay will be master of ceremonies and J. B. Cameron bugler. Addresses appropriate to the occasion will be made by the Hon. Stanton J. Peelle, Mrs. May W. Sewall, the Rev. M. L. Haines and the Rev. A. Rondthaler. After the sounding of 'assembly" by the bugler, the school wifi sing "My Country, 'tis of Thee," "The Star-spangled Banner," "Red, White and Blue," "Rally Round the Flag" and "Our Flag."

Grand Jury Indictments. The grand jury yesterday returned indictments against David McPeak and John Carroll for grand larceny; Walter Mo Knight, grand larceny: Edward Zearing. assault and battery, with intent to kill; Thad Stevens, Abe McPeak and Ed Sullivan, grand larceny: William Williams, Lida Catt, petit larceny; William Bullett, grand larceny; Frank and Thomas Lyons,

Mr. Morse's Rent.

To the Editor of the Indianapolis Journal: Your reporter, while in a facetions mood, made an uncalled-for statement concerning the renting of my house by Mr. Merss, the editor of the Sentinel. It is true that Mr. Morse is my tenant, but he has paid his rent in good money, as other tenants are required to do. D. W. GRUBBS.

Wall Caved In.

A part of the stone foundation in the coal cellar on Pearl street, in the rear of the New York store, caved in yesterday afternoon. Several persons narrowly escaped being injured by the falling stone.

To Dispel Colds, Headaches and fevers, to cleanse the system effectually yet gently when costive or bilious, or when the blood is impure or Local singgish, to permanently cure habitual con-

YOUTHS ASTRAY

Numerous Poker "Joints" Under the Name of "Clubs" Not Molested.

How Gamblers Talk in Private and What They Say for Publication-Soliciting Votes for Sullivan on the Street Corners.

The pointers which the Journal has been giving Mayor Sullivan and the Board of Public Safety relative to the infraction of law by the saloons and the capture of the city by the gamblers has had no effect as yet toward securing an abatement of these evils. The only excuse is that the Mayor cannot raise his hand until after the elec-

One of the most dangerous and demoral-

izing features of the gambling carnival that now holds sway in Indianapolis is the gambling clubs, frequented and patronized by boys, who thereby have the gaming instinct developed. These clubs, the majority of the members of which are boys under age, are kept in measurable seclusion and admittance can only be gained by cards, which are regularly issued, bearing the name of the club. They are located up several flights of stairs, usually in a flat. A gambler hires the room and keeps the game running for what he can get out of the "rake-off" or "kitty." Prominent among this class of organizations is the Yale Club, which occupies quarters on one of the most prominent streets.

The gambling of these youngsters is confined almost exclusively to draw poker, although occasionally dice and craps are introduced for variety. The room is furnished with one or more tables, with the necessary allotment of chairs. The table has a slot in the center, through which goes the "rake-off," which goes to pay rent and for the keeper. Usually the keeper is a professional gambler who is down at the neel, and he only consents to take the place until a stroke of fortune places him on his feet. When it is necessary, in order to "sit in." and at the end of every stated period it will be found that everybody is loser except the keeper and the "rake-off" drawer. Scattered through the blocks over business houses are dozens of these places, where there is a play every night, and which levy tribute upon the earnings of boys and young men. "Joints" like these are as dangerous as the dives of admitted and advanced depravity, hannted by the wrecks who are past redemption. It is in the atmosphere of these so-called "clubs" that the instinct for gaming develops into a passion, and the graduates from them, if they have not already become embezzlers or thieves, are ripe for the society of the professional card shark and for admission to the regularly recognized gam-

bling hell. If the "business" administration of Mayor Sullivan is determined that the prosessional fare and poker sharks shall have full and uninterrupted swing, let semething at least be done to reduce the gamblers' crop that is being sown under the present sys-

Sullivan the Gambiers' Favorite. There is something significant in the difference between the statement of the gambler who knows he is being interviewed for publication and that of the sport who thinks he is not. A few days ago the Journal published interviews with a couple of gamblers who had not the most remote idea, at the time, that they were being interviewed. Note what they say:

Well, I ain't got any politics but what will work for my own interest. Now you know that the town has not been so wide open for ten years; well. I don't believe the town could be better for the gang. We don't want to take any chances on Herod. He may be all right; but Sullivan is all right. So what's the use to give up a good thing for something we don't know anything about. And he'll get there, too. Why, haven't they got \$10,060? Billy Tron gave up \$500 to the committee. - "Major" Russell, gambler.

We can't ask for a better thing than Sullivan has given us. I tell you that it stands every gambler and saloon man in this town in hand t work for Sullivan. Look what he has done fo ns. My game has been going for a year now, and has never been molested. Sullivan is my man, and I am giving up good money to further his cause. Gamblers in Indianapolis have never had a better friend than Sullivan-Interview with Harry Moran, gambler.

Yesterday afternoon the News stepped to its back door and interviewed Bill Tron, of pool-room notoriety. Tron knew he was talking for publication, and this is what he said, as printed by the News:

. . This Republican did not try to make any deal with me, but simply tried to show me why the saloon men and the sporting men should support Herod. He said that as soon as the election was over the News would jump on us and drive us out of town. He said, too, that Dau Grubbs would be president of the Board of Pubhe Safety, and that we all knew that Dan was all right, and that he was a man who did not care what the newspapers said, and that Herod would be all right; and with him as Mayor the saloon and sporting men had nothing to fear; also, that the News could not hart us at all. He is not the on y one who has talked that way. A number of Republicans have done the same worlds. Two questions are of importance: approached. I know of one gambler who is said How can we through our words send other | to be supporting Herod because of these argu-

Gamblers Hustling for Sullivan, A little conversation that took place yesterday about noon at the corner of Illinois and Ohio streets will serve to illustrate the attitude of the gamblers in the present municipal contest. One of the participants was Charles Falkner, a shoe-string gamhier. The other was a young printer who works in a job-printing office. As the printer came along he was ac

costed by Falkner with: "Say, what's your politics?"
"I am a Republican." "Who're you goin' to vote for for Mayor!" "Herod." "say, do me a favor, will you!"

"What is it?" "Vote for Sullivan." "Why so?"

"Well Sullivan is all right The town under him is all we could ask. Everything is running all right, and if Sullivan goes in another two years it will stay all right. Our fellows are against Herod to a man, and he knows it and if he gets a chance at us he is bound to get back at us. want to run a little game myself this winter, but if Sullivan ain't elected there is no use to try it. Even the Republican preachers have taken a hand in the liquor business, and would have forced the screen ordinance on us if the Democratic councilmen hadn't beaten the game by staying

If Falkner denies the above conversation the Journal will produce the man he accosted. In Falkner's company, though taking no part in the conversation, was a deputy county Democratic officer, who is conducting a like game.

IRVINGTON NOTES.

Prof. A. R. Benton will preach Sunday morning at the college chapel.

Martin Allison will build a house on hi lot on Irvington avenue this fall. C. W. Brouse & Co. have sold the le west of Dr. J. F. Barnhill's residence. The members of the First Baptist Church (colored) are having their church building

Rev. B. W. Cooper, the new Methodist minister, will preach his first sermon to his new charge Sunday morning at 10:30. Mr. F. C. Knapp and wife, of Parsons, Kan., are visiting their parents here. Mr. Knapp was the former postmaster here. Dr. Levi Ritter, who has been ill for nearly four months, is improving slowly,

but is not able to attend to business yet. Dr. R. W. Long and family, who have been residents of Irvington for the past ten years, have moved to No. 200 North Ala-Mrs. E. A. Kingman, formerly cashier of the W. C. T. U. lunch-room in the city, is building a \$2,000 two-story residence on

Grand avenue, and will occupy it with her Contractor John Moore has a large force of men at work on Rawle avenue, grading and graveling. It will make one of the handsomest avenues in town when com-

Prof. O. P. Hay will talk about Smithsonian Institution, Mrs. J. F. Barnhill will give the current news, and other features of entertainment will be introduced.

A woman in attempting to alight from a car at Pennsylvania and South streets, yesterday afternoon, fell to the ground striking her head on a stone, inflicting a scalp

wound The Ladies' Aid Society of the Christian Church, at its regular meeting this week, elected the following officers for the ensuing year: Mesdames Daily, president; J. H. Banning, vice-president; J. C. Cutts, secretary, and J. W. Conner, treasurer. It was decided that each member must earn \$1 in excess of their usual income and donate to the society, and at a meeting to be held later tell how they earned it. The men are to be invited to come to this meeting and hear the ladies make their reports,

IT IS A C VTRACT.

Judge Taylor Says the Stipulations on a Telegraph Blank Hold Good. The evidence in the case of William H. Watt vs. The Western Union Telegraph Company, on appeal from Justice Alford, was heard by a jury in Judge Taylor's court yesterday. In the opinion of the court the plaintiff failed altogether to make a case, and the jury was instructed to return a verdict for the defendant. The court based his instructions on the Supreme Court decision holding valid the printed stipulation on each telegraph blank, that claims for damages must be made within sixty days, which the plaintiff had wholly failed to do.

The Court Record.

SUPREME COURT OPINIONS. 15175. Mary J. Cowan vs. Herbert Huff man et al. Kosciusko C. C. Affirmed. Miller, J.—The record in this case recites the ruling of the court on sustaining the demarrer to the complaint, the refusal of the plaintiff to plead further, and that thereupon the court rendered judgment on demurrer. Then follows a formal judgment that the plaintiff take nothing by the action, and that the defendants recover of the plaintiff their costs and charges in this case laid out and expended, "to which the plaintiff excepts." This presents no question as to the ruling on the demurrer. 123 Ind., 512, followed.

15216. John P. Bradfield et al. vs. Townson Newby et al. Hamilton C. C. Afmake up a game, the keeper will consent to firmed. Elliott, J.-1. Oct. 2, 1877, Copple recoverd in the Shelby Circuit Court a judgment against Cook, March 11, 1889, a certified transcript of this filed and docketed in the clerk's office of Hamilton county. An execution was isaned on the judgment by order of the Shelby Circuit Court on the 18th day of April 1889, and that writ was received by the sheriff of Hamiton county April 25, 1889. Cook was the owner of a tract of land in Hamilton county, April 4, 1889, and on that day conveyed it to Newby. It was held that the lien of the judgment expired before Newby purchased the land, and that the sale on the execution should be restrained. 2. When a transcript of a judgment is filed in another county, a new lien is not thereby created, but only the lien of the judgment is transferred to such other county, which lien expires when the lien ceases in the county in which the judgment

16186. First National Bank of Mar-tinsville vs. Connecticut Mutual Life Insurance Company. Johnson C. C. Affirmed. Olds, J.-1. If a bank, or its president transacting the business, had knowledge of a prior unrecorded mortgage, it cannot insist that its mortgage is prior to such first mortgage. 2. A mortgage given to secure bilis of exchange then due, without an extension of the time of payment, is not prior to an unrecorded mortgage previously given, of which the mortgagee who had his bills of exchange thus secured had no knowledge. S. Where the evidence is conflieting the Supreme Court will not reverse the case, even though the preponderance is with the appellant.

vania Company. Fulton C. C. Reversed. McBride, J.-1. If the record shows that the parties requested the court to submit interrogatories to the jury, to be answered in case they returned a general verdict and their answer thereto, it will be presumed that the court did its duty and formally submitted such interrogatories to such jury. 2. The court will not pressure anything in aid of the special finding, but will make every reasonable presumption in favor of the general verdict, and only when they are irreconcilible with it will they prevail. In an action because of a negligent injury, if a special finding show that the plaint:ff was guilty of contributory negligence, there is an irreconcilible conflict between it and a general verdiet for him, and the judgment must be for the defend-ent. 4. When the facts are undisputed, and the inferences which may be drawn from them are not equivocal and can lead to but one conclusion, the court will adjudge as a matter of law that there is or is not negilgence. But where the facts are disputed, or equivocal, and different inferences can reasonably be drawn from them, the question of negligence must be

determined by the jury under proper instructions. 5. An employe repairing the track at the crossing of two railroads isnot necessarily guilty of contributory negligence in not seeing a plainly approaching train when no signal of its approach is given by the engineer. SUPERIOR COURT. Recm 1-Hon. Napoleon B. Taylor, Judge. William H. Watt vs. Western Union Telegraph Company; from Alford, J. P. Jury returned verdict for defendant Endora A. Hamlin va. John Skinner et al. to quiet titie. Decree quieting title of

Jos. Sater vs. Wm. Beasley et al.; forelosure. Judgment for plaintiff for \$1,804.80. Sale of property ordered. Robert Adler va. F. Dean Rhodes; damiges. Dismissed. Harvey B. Stout vs. Chas. H. Litterer; note. Dismissed. Charles F. Welden va Citizens' Streetrailway Company; damages. On trial by jury.
Room 2-Hop. James W Harper. Judge.

George W. Cooper vs. Union Railway Company; damages. On trial by jury. Room 3-Hon. Lewis C. Walker Judge.

George M. Poe vs. Armstrong Hull; chattel mortgages. Judgement for \$196.20 and decree of foreclosure. Gottlieb Gossert vs. Fred Baumann; note. Judgment for \$1,118,05, Gottlieb Hassert vs. Fred Baumann; note, Judgment for \$962.60. New Sua's Filed

Frederick A. Heuss vs. Mary Heuss; divorce. Abandonment. Smith T. Nichols et al. vs. George Montgomery et al.; notes. Demand, \$400. CIRCUIT COURT. Hon. Edgar A. Brown, Judge.

Cleveland, Cincinnati, Chicago & St. Louis Railway Company vs. Henry R. Bond, Trustee; for appointment of appraisers. Dismissed by plaintiff. Malinda Stephenson vs. Morris B. Ingle, Administrator, etc., et al.; to quiet title. Title quieted in plaintiff. New Suits Fried.

Cleveland, Cincinnati, Chicago & St. Louis Railway Company vs. Samuel H. Moore et al.; to appraise and condemn real Cleveland, Cincinnati, Chicago & St. Louis Railway Company vs. Henry A. Heist, Caleb B. Jackson, et al.; to ap-

praise and condemn real estate.

Mustered Out in 1866. To the Editor of the Indianapolis Journat I see in your issue of the 6th of October communication from Lebanon, Ind., giving a history of the regiments that made up Wagner's brigade, which says that the Fortieth Indians was the last volunteer regiment mustered out of the service, being discharged at Texana, Tex., Dec. 21, 1865. Allow me to say that the Thirtyfourth Indiana was mustered out of the service at Brownsville, Tex., Feb. 3, 1866.

Late R. Q. M., Thirty-fourth Ind. Vol. ALEXANDRIA, Ind., Oct. 7.

Marriage Licenses. Marriage licenses were yesterday issued to Charles Money and Mary Whitehead, John Riemann and Minnie Schmidt, Ira Baer and Carrie Denny, Lincoln B. Franklin and Sweetie Butler, Frank M. Martens and Susic L. Duncan, H. Silver and Cora B. Smith, Daniel L. Smith and Hattie Tyner, John Walls and Daisy Hatwood.

"It is a fact," that Hood's Sarsaparilla does cure scrofula, salt rhoum and other diseases or affections arising from impure The Citizens' Literary and Social Club meets this evening at the residence of J. G. Kingsbury, editor of the Indiana Farmer.

state or low condition of the blood, overbellow of the company, in Cincianati, See our line. They are all new Ohto, October 28, 1891, at 10 o'clock s. m. The MOLDINGS—the latest exples.

petite, and gives strength to every part of the system. Try it.

See our line. They are all new Ohto, October 28, 1891, at 10 o'clock s. m. The stock transfer books will close at the close of basis.

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October 29, 1891.

E. F. OSBOBN, Sec'y.

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PUREST AND BEST, AT LESS THAN - HALF-

THE PRICE OF OTHER BRANDS. POUNDS 20 + HALVES . 10 + QUARTERS 54 SOLD IN CANS ONLY.

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Rooms 10 and 11 Blackford Block, southeast corns Washington and Meridian streets. Telephone 130 D. A. BOHLEN & SON. ARCHITECTS. Telephone 262 95 East Washington St.

DENTISTS Dr. STEDMAN'S LATEST PATENT MAY 19, 1891, For FULL DENTURES



It is well known that many people find it impos-sible to wear lower plates. The patent springs have solved the problem. The most difficult cases are made so that the teeth can be worn with perfect satis-faction. Those who are having trouble with artificial teeth

Stedman Dental Co DR. F. S. CARLTON, Manager. Rooms 40 and 41. Vance Block



A. P. HERRON, Manager, Rooms 3 and 4 Grand Opera-house. MARY C. LLOYD. DENTIST. Room 19 over Fletcher's Bank, opp. New York store

244 East Ohio st., bet. Meridian oal Pen \$5 for FULL SET TEETH Extracted without pain at EARHART'S.

GRATES AND MANTELS.

Cast Brass and Wrought-Iron Andirons. Frames and Fenders, Portable Baskets. Gas Logs, Grates, etc. We carry a full line of latest designs from the cheapest to the best the market affords. We have several designs we are offering SPECIAL BARGAINS in. You may find among them just what you want. See the Chicago Fire-place, the great fuel economizer.

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